

## LISTING OF THE CLAIMS

A complete listing of the claims is provided below. This listing of claims will replace all prior versions and listings of claims in the application.

1. (Currently amended) A system for loading and unloading loose cargo in a cargo hold, ~~preferably~~ of a plane, comprising:

transport means covering ~~[[the]]~~ an area of ~~[[the]]~~ a floor of the cargo hold for ~~preferably~~ intermittently conveying the loose cargo towards ~~[[the]]~~ an inner end of the cargo hold during loading, and away from it during unloading, with ~~[[the]]~~ a front end of said transport means reaching into ~~[[the]]~~ a range of ~~[[the]]~~ a cargo hold opening inside the fuselage, and

~~[[a]]~~ an external conveyor organ connecting to the cargo hold opening on the outside of the plane for transporting the loose cargo between the level of ~~[[the]]~~ a tarmac and the cargo hold opening,

wherein between ~~[[the]]~~ a plane-side end of said external conveyor organ and the front end of said transport means in the cargo hold at least one intermediate conveyor means is arranged, whereby during loading, the loose cargo may initially be conveyed deeper into the fuselage in a direction transversal to the longitudinal axis of the plane, and subsequently be conveyed in the longitudinal direction of the plane and deposited on the front end of said transport means in the cargo hold, and whereby during unloading, loose cargo conveyed beyond the front end of said transport means into the plane of the cargo hold opening may be transported off transversely to the longitudinal axis of the plane through the cargo hold opening, wherein the loose cargo may be deposited on said transport means in the cargo hold during loading and transported away from said transport means during unloading, wherein said intermediate conveyor means comprises at least one first conveyor organ adapted to be modifiable in length in the conveying direction a conveyor belt, for receiving the loose cargo in the range of the cargo hold opening from the plane-side end of said external conveyor organ and conveying it on transversely to the longitudinal axis of the plane during loading wherein its end inside the fuselage is followed by a second conveyor organ, a conveyor belt, which receives the loose cargo from said first conveyor organ and conveys it in the longitudinal direction of the plane to the front end of said transport means present in the cargo hold, wherein said second conveyor organ of said intermediate

conveyor means is mounted slidably relative to said first conveyor organ thereof, transversely to the longitudinal axis of the plane, and wherein said second conveyor organ is adapted to be modifiable in length in the longitudinal direction of the plane .

2. (Canceled)

3. (Canceled)

4. (Canceled)

5 (Previously presented) The system according to claim 1, wherein said transport means in the cargo hold is a transport carpet.

6-20. (Canceled)

21. (Currently amended) A system for loading and unloading loose cargo in a cargo hold, preferably of a plane, comprising

transport means covering ~~[[the]]~~ an area of ~~[[the]]~~ a floor of the cargo hold for preferably intermittently conveying the loose cargo towards ~~[[the]]~~ an inner end of the cargo hold during loading, or away from it during unloading, wherein ~~[[the]]~~ a front end of said transport means reaches into ~~[[the]]~~ a range of ~~[[the]]~~ a cargo hold opening inside ~~[[the]]~~ a fuselage, and

~~[[a]]~~ an external conveyor organ connecting to the outside of the plane at the cargo hold opening for transporting the loose cargo between the level of ~~[[the]]~~ a tarmac and the cargo hold opening,

wherein between ~~[[the]]~~ a plane-side end of said external conveyor organ and the front end of said transport means in the cargo hold at least one intermediate conveyor means is arranged, whereby the loose cargo may during loading initially be conveyed deeper into fuselage substantially transversely to the longitudinal axis of the plane, and

whereupon the loose cargo may then be rotated manually in the cargo hold and transported further substantially in the longitudinal direction of the plane and deposited on the front end of said transport means in the cargo hold, and

whereby during unloading, loose cargo conveyed beyond the front end of said transport means out ~~into the plane~~ of the cargo hold opening may be transported off substantially transversely to the longitudinal axis of the plane through the cargo hold opening, wherein the loose cargo may be deposited on said transport means in the cargo hold during loading and transported away from said transport means during unloading, wherein said intermediate conveyor means comprises at least one first conveyor organ adapted to be modifiable in length in the conveying direction a conveyor belt, for receiving the loose cargo in the range of the cargo hold opening from the plane-side end of said external conveyor organ and conveying it on transversely to the longitudinal axis of the plane during loading wherein its end inside the fuselage is followed by a second conveyor organ, a conveyor belt, which receives the loose cargo from said first conveyor organ and conveys it in the longitudinal direction of the plane to the front end of said transport means present in the cargo hold, wherein said second conveyor organ of said intermediate conveyor means is mounted slidably relative to said first conveyor organ thereof, transversely to the longitudinal axis of the plane, and wherein said second conveyor organ is adapted to be modifiable in length in the longitudinal direction of the plane .

22. (Canceled)

23. (Currently amended) The system according to Claim 21, wherein said intermediate conveyor means includes a sliding element, ~~preferably~~ a wheel, at its lower side in ~~[[the]]~~ overlap ~~range~~ with said external conveyor organ, for slidably supporting said intermediate conveyor means on the upper side of said external conveyor organ ~~in the end range thereof~~.

24. (Currently amended) The system according to claim 21, wherein ~~the overlap range with~~ said external conveyor organ an outrigger is linked to said intermediate conveyor means, which is supported ~~by its end~~ facing away from said intermediate conveyor means, by means of an articulation linked there, against a sliding rail oriented in parallel with ~~[[the]]~~ a longitudinal direction of said external conveyor organ and fastened to the ~~latter~~, conveyor organ for slidably supporting said intermediate conveyor means in the conveying direction of said external conveyor organ.

25. (Currently amended) The system according to claim 21, wherein ~~[[the]]~~ an end of said intermediate conveyor means facing the front end of said transport means in the cargo hold is adjustable in height relative to ~~[[the]]~~ a beginning of said intermediate conveyor means facing said external conveyor organ.

26. (Currently amended) The system according to claim 21, wherein an end portion of said intermediate conveyor means is capable of being pivoted about an axis ~~transversely~~ transverse to the conveying direction of said intermediate conveyor means, ~~such~~ so that this end portion may be oriented horizontally.

27. (Previously presented) The system according to claim 21, wherein a leading portion of said intermediate conveyor means is oriented at a predetermined angle of inclination, preferably between 10° to 30°, with the angle of inclination of said external conveyor organ.

28. (Previously presented) The system according to claim 21 wherein said intermediate conveyor means including its conveying direction for conveying loose cargo substantially transversely to the longitudinal axis of the plane may be pivoted about an angular range of about -30° to +30° relative to the conveying direction of said external conveyor organ.

29. (Currently amended) The system according to claim 21, wherein parts of the supporting structure of said intermediate conveyor means are manufactured of ~~lightweight materials, such as~~ aluminum or fiber composites.

Claims 30-60. (Canceled)